

IN THE CLAIMS

Please cancel claims 1-23 and add the following new claims.

1-23. (Cancelled)

24. (New) A brake assembly comprising:

 a housing portion comprising a fixed component adapted for attachment to a vehicle structure;

 an overstroke sensor mounted to said housing portion; and

 an operating shaft that actuates a brake mechanism, said operating shaft rotating about a pivot axis relative to said housing portion, and wherein said operating shaft cooperates with said overstroke sensor to identify an overstroke condition.

25. (New) The brake assembly according to claim 24 wherein said overstroke sensor is directly mounted to said housing portion.

26. (New) The brake assembly according to claim 24 wherein said housing portion comprises a non-rotating brake component.

27. (New) The brake assembly according to claim 24 wherein said operating shaft selectively engages said overstroke sensor.

28. (New) The brake assembly according to claim 24 wherein said overstroke sensor generates a signal that is communicated to a controller.

29. (New) The brake assembly according to claim 28 wherein said overstroke sensor comprises a switch fixed to said housing portion.
30. (New) The brake assembly according to claim 29 wherein said operating shaft includes a cam portion defining a profile that cooperates with the brake mechanism to move brake pads toward a brake disc, said operating shaft extending from said cam portion to a distal end, and wherein said distal end contacts said switch.
31. (New) The brake assembly according to claim 29 wherein said operating shaft includes a cam portion defining a profile that cooperates with the brake mechanism to move brake pads toward a brake disc, said operating shaft including a tab portion extending outward from said operating shaft adjacent said cam portion wherein said tab portion contacts said switch.
32. (New) The brake assembly according to claim 24 wherein said overstroke sensor comprises a visual indicator of an overstroke condition.
33. (New) The brake assembly according to claim 32 wherein said visual indicator comprises one of a movable post and a resilient buckling member, said one of a movable post and a resilient buckling member being movable relative to said housing portion in response to contact from said operating shaft to indicate an overstroke condition.

34. (New) The brake assembly according to claim 24 including:

an indicator adjustment shaft defining a first axis;

a biasing member that biases said indicator adjustment shaft along said first axis;

a first member fixed to said indicator adjustment shaft; and

a second member mounted to said operating shaft to engage said first member to drive said indicator adjustment shaft along said first axis against said biasing member in response to rotation of said operating shaft about said pivot axis to identify an overstroke condition.

35. (New) The brake assembly according to claim 24 wherein said housing portion comprises a housing wall having an opening extending through an entire thickness of said housing wall, and wherein said overstroke sensor is mounted within said opening such that at least a portion of said overstroke sensor extends outwardly of said housing wall.

36. (New) A method of indicating an overstroke condition of a brake assembly having an operating shaft that actuates a brake mechanism, the method comprising the steps of:

(a) mounting an overstroke sensor to a non-rotating brake housing portion; and

(b) rotating the operating shaft about a pivot axis relative to the non-rotating brake housing portion to selectively contact the overstroke sensor to identify an overstroke condition.

37. (New) The method according to claim 36 wherein step (a) includes directly mounting the overstroke sensor to the non-rotating brake housing portion.

38. (New) The method according to claim 36 wherein the overstroke sensor comprises a visual indicator of an overstroke condition, with the visual indicator including a movable member, and wherein step (b) includes moving the movable member relative to the non-rotating brake housing portion in response to contact from the operating shaft to indicate an overstroke condition.

39. The method according to claim 36 wherein the non-rotating brake housing portion comprises a housing wall having an opening extending through an entire thickness of the housing wall and wherein step (a) includes mounting the overstroke sensor within the opening such that at least a portion of the overstroke sensor extends outwardly of the housing wall.

40. The method according to claim 36 wherein step (b) includes generating a signal from the overstroke sensor to identify an overstroke condition, and communicating the signal to a controller.